

The China Mail.

Established February, 1843.

VOL. XL No. 6642.

號六月一十年四十八百八千一英

HONGKONG, THURSDAY, NOVEMBER 6, 1884.

日九十月九年申申

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STAKER & CO., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES HERDY & CO., 37, Walbrook, E.C. SIMON, DRAGON & CO., 160 & 164, Lombard Street, E.C.

PARIS AND EUROPE.—GALLIEN & PARIS, 20, Rue Lafayette, Paris.

NEW YORK.—ANDREW WEND, 21, Park Row.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.

SAN FRANCISCO, and American Ports generally.—BEAN & BLACK, San Francisco.

SINGAPORE, STRAITS, &c.—SATTLER & CO., Square, Singapore. O. HENKINS & CO., Manila.

CHINA.—MOSCO, Meiss A. A. de MELO & CO., Seelby, Quilon & Co.

AMOY, WILSON, NICHOLS & CO., Foochow, HEDGE & CO., Shanghai.

LANE, CRAWFORD & CO., and KELLY & WALTER, Yokohama, LANE, CHAW-

POD & CO.

BANKS.

HONGKONG & SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL.....\$7,500,000
RESERVE FUND.....\$4,400,000
RESERVE FOR EQUALIZATION OF DIVIDENDS.....\$400,000
RESERVE LIABILITY OF PRO-
PRIETORS.....\$7,500,000

COURT OF DIRECTORS
Chairman—A. P. McEWEN, Esq.
Deputy Chairman—Hon. F. D. SASOON,
C. D. BOTTOMEY, M. GROTE, Esq.
H. L. DALBYMPLE, Hon. W. KENWICK,
Esq. A. MOYLE, Esq.
W. H. FORBES, Esq. M. E. SASOON, Esq.

CHIEF MANAGER.
Hongkong,....THOMAS JACKSON, Esq.
MANAGER.
Shanghai,....EDWARD CAMERON, Agent.
LONDON BANKERS.—London and County Bank.

HONGKONG.
INTEREST ALLOWED.
On Current Deposit Account at the rate of 2 per cent. per annum on the daily balance.

For Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 8 " " 6 per cent. "
" 12 " " 6 per cent. "

LOCAL BANKS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, August 25, 1884. 1423

NOTICE.

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 12, Saturdays, 10 to 1.

2.—The Assets of the Hongkong and Shanghai Banking Corporation will form a direct security for the repayment of sums deposited in the above Bank.

3.—Sums less than \$1, or more than \$200 at one time will not be received. No depositor may deposit more than \$1,600 in any one day.

4.—Deposits may be on behalf of relatives, of trust, &c., in addition to the depositor's own account.

5.—Persons desirous of saving sums less than a dollar may do so by affixing clean ten-cent stamps to a form to be obtained at the Bank or at the Post Office. When the form is presented at the counter, the amount will be paid off in cash.

6.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.

7.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

8.—Covers containing Pass-Books, Registered Letters containing Stamps, or other Remittances, and generally, correspondence as to the business of the Bank will, if marked *On Hongkong Savings' Bank Business*, be forwarded free of Postage or Registration Fees by the various British Post Offices in Hongkong and China.

9.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book is necessary.

10.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

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12.—All documents connected with the business of the Savings' Bank are exempt from stamp duty.

13.—For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, April 23, 1884. 716

WITH Reference to the above, BUSINESS will be commenced on the 1st MAY, 1884.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.

Hongkong, April 23, 1884. 716

Bank.

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

(Incorporated in London on 18th July, 1884, under the Companies Acts 1862, to 1883.)

LONDON BANKERS:

UNION BANK OF LONDON, LTD.

BANK OF SCOTLAND, LONDON.

RATES OF INTEREST ALLOWED ON DE-
POSITS.

At 3 months' notice 3 1/2 per annum.

" 6 " " 4 1/2 " "

" 12 " " 5 % " "

Current Accounts kept on Terms which

may be learnt on application.

J. MELVILLE MATSON,

Manager.

Hongkong, September 15, 1884. 1556

Intimations.

THE IMPERIAL CHINESE TELE-
GRAPH ADMINISTRATION.

NOTICE.

THE ADMINISTRATION'S HONGKONG,
SWATOW, FOOCHOW, SHANGHAI LINE

has been COMPLETED and OPENED for Traffic

on and from this date. Rates per word

from Hongkong as follows:—

To Whampoa, at 10 To Peking, at 56

Fuzhou, " 10 Tientsin, " 48

Can ton, " 10 Chining, " 44

Fatshan, " 15 Chinkiang, " 40

Wuchow, " 20 Yangchow, " 40

Chamchow, " 21 Chinkiang, " 36

Nanning, " 22 Wuha, " 38

Lungchow, " 23 Nanking, " 36

Weichow, " 29 Hukiang, " 40

Swatow, " 29 Haikow, " 35

Amoy, " 30 Shooow, " 24

Paochow, " 33 Shesching, " 24

Foochow, " 33 Ningpo, " 36

Shanghai, " 44 Lanchee, " 32

The Administration also accepts Messages for JAPAN, EUROPE, AMERICA, &c., via CANTON.

Messages are sent direct without being retransmitted by intermediate Stations.

* To be opened Shortly.

Hongkong, November 1, 1884. 1848

CHINA FIRE INSURANCE COMPANY, LIMITED.

ADJUSTMENT OF BONUS FOR THE YEAR 1883.

SHAREHOLDERS are hereby requested

to send in to this Office a List of their

Contributions or Premiums for the year

ending 31 December last, in Order that the

PROPORTION of PROFIT for that year

to be Paid as BONUS to CONTRIBUTORS

May be known. Returns not sent in

before the 30th November next, will be

made up by the Company, and no subsequent

Claims or Alterations will be allowed.

By Order of the Directors.

JAS. B. COUGHTRIE,
Secretary.

Hongkong, September 1, 1884. 1467

WILLIAM DOLAN,

SAIL-MAKER & SHIP-CHANDLER,

22, PRAYA CENTRAL.

COTTON DUCKS, HEMP CANVAS,
MANILA ROPE, AMERICAN
OAKUM, LIFE BUOYS,
CORK JACKETS,
&c., &c., &c.

Hongkong, May 1, 1887. 256

VICTORIA HOTEL,
Praya and Queen's Road Central,
Hongkong.

THIS extensive and well-appointed

establishment, situated in one of the

most central and airy positions in the

Colony and commanding a splendid view

of almost the entire harbour and within

five minutes walk of the principal Gov-

ernment Offices, including the Post

Office, Bank, &c., has recently been

much enlarged and improved and is now

one of the principal Hotels in the place.

The Hotel is spacious, well constituted

and has just been refurbished in a

most comfortable and handsome manner,

suited to the requirements of the Far

East.

Each Depositor will be supplied gratis

with a Pass-Book which must be pre-

sented with each payment or with-
drawal.

Depositors must not make any entries

themselves in their Pass-Books but

should send them to be written up at

least twice a year, about the begin-

ning of January and beginning of July.

Convenient and quick service.

Continental languages are spoken.

MESSRS. DORABJEE & HING KEE,
PROPRIETORS.

Hongkong, September 15, 1884. 1559

HOTEL DE L'UNIVERS,
WYNDHAM STREET, HONGKONG.

THE Undersigned begs to notify the

Public of Hongkong and the Coast

Ports that he will RE-OPEN

THE HOTEL DE L'UNIVERS

on the 1st March.

The whole of the ROOMS have been

NEWLY FURNISHED throughout, and there

are ROOMS suitable for either MARRIED

COUTURES or SINGLE PERSONS.

The TABLE will be supplied with the

BEST the market can provide.

The WINES and LIQUORS supplied,

both at the Bar and Table, will be of the

VERY BEST BRANDS.

GENTLEMEN desirous of taking Meals,

such as TIFFINS and DINNERS, can

have ALL REQUISITE information by

applying to

GEORGE STAINFIELD,

Proprietor.

Hongkong, February 28, 1884. 363

DRY DOCK AND PATENT SLIP,

THE CHINA MAIL.

No. 6642.—NOVEMBER 6, 1884.

MACEWELL & SCHICKEL & Co.
No. 53, Queen's Road East,
(OPPOSITE THE COMMISSIONER'S)
ARE NOW
LANDING FROM AMERICA.

TIPOGAN BUTTER.
Eastern and California CHEESE.
CODFISH. Bonedless.
Prime HAMS and BACON.
Eagle Brand Condensed MILK.
Family BEEF in 2½ lb cans.
Boan Iden SALMON in 5 lb cans.
Cutting's Dessert FRUITS in 2½ lb cans.
Assorted Canned VEGETABLES.
Potted SAUSAGE and Sausage MEAT.
Stuffed PEPPERS.
Assorted SOUPS.
Richardson & Robbin's Celebrated Potted MEATS.
Lunch HAM.
Lamb's TONGUES.
Clam CHOWDER.
Fresh LONDON SALMON.
Dried APPLES.
TOMATOES.
SUGARCOASH.
Maple SYRUP.
Golden SYRUP.
Cracked WHEAT.
HOMINY.
HONEY.

FAIRBANKS' SCALES.

400 lb. Capacity.
600 lb. "
900 lb. "
1,200 lb. "

KAI-SAR-I-HIND'
CIGARETTES

in crystallized Boxes of 100 at \$6.50 per mille.

SPORTING AND RIFLE GUNPOWDER
in 1-lb Tins.

AGATE IRON WARE.
INSERTION RUBBER.

Tuck's PATENT PACKING.

HITCHCOCK HOUSE LAMPS.
PERFECTION STUDENT LAMPS.

LAWN BOWLS.

PAINTS and OILS.
TALLOW and TAR.

PITCH and ROSIN.

Ex late Arrivals from ENGLAND.

A LARGE ASSORTMENT OF STORES,
including:

ALMONDS and RAISINS.
FRENCH PLUMS.

TETSONNEAU'S DESSERT FRUITS.
JORDON ALMONDS.

Fine YORK HAMS.
PICNIC TONGUES.
BREAKFAST TONGUES.
PATE DE FOIE GRAS.

Digby CHICKS.
Yarmouth BLOATERS.
Kippered HERRINGS.
Herrings a la SAEDINES.

IRISH BACON in tins.
COCCOTINA.
van HOUTEN'S COCOA.
Erp's COCOA.

S PARTAN
COOKING STOVES.

CLARETS—
CHATEAU MARGAUX.
CHATEAU LA TOUR, pints & quarts.
1882. GRAVES
BREAKFAST CLARET, "

SHERRIES & PORT—
SACCOME'S MANZANILLA & AMON.
TILLADO.
SACCOME'S OLD INVALID' PORT
(1848).
HUNT'S PORT.

BRANDY, WHISKY, LIQUEURS, &c.—
1 & 3-star HENNESSY'S BRANDY.
COUVROYER'S BRANDY.
FINEST OLD BOURBON WHISKY.
KIRKAN'S LL WHISKY.
ROYAL GLENDER WHISKY.
BOOD'S OLD TOM.
E. & J. BUTLER'S IRISH WHISKY.
ROSE'S LIME JUICE CORDIAL.
NOXIE, PAUL & CO.'S VERMOUTH.
JANET'S WHISKY.

MADEIRA.
EASTERN CIDER.
CHARTREUSE.
MARASCHINO.
CUREAO.

ANGOSTURA, BOKEL's and ORANGE BITTERS, &c., &c., &c.

BASSE'S ALE, bottled by CAMERON and SAUNDERS, pints and quarts.

GUINNESS'S STOUT, bottled by E. & J. BAKER, pints and quarts.

DRAUGHT ALE and PORTER, by the Gallon.

ALE and PORTER, in hogsheads.

SPECIALLY SELECTED

CIGARS.

Nine New Season's CUMSHAW TEA, in 5 catty Boxes.

BREAKFAST CONGOU @ 25 cents p. lb.

MILNER'S PATENT FIRE-PROOF SAFES, CASH and PAPER BOXES, at Manufacturer's Prices.

Hongkong, August 15, 1884.

Notices to Consignees.

BRITISH BARQUE MIAKO, FROM LONDON.

THIS Vessel having arrived, Consignees of Cargo by her, are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods from alongside the Vessel.

Cargo impeding the Vessel's discharge will be landed and stored at Consignee's risk and expense.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 5, 1884. 1868

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of Cargo per Steamships Saghalien, Peih and Iravandji, from Marseilles and intermediate ports, and the connecting Steamers Thone, from Antwerp, Cordon, Gaing, Indes and Meaco, from London, are hereby informed that their Goods are now landed and stored at their risks at the Company's Godown, whence delivery may be obtained immediately.

Goods remaining undelivered after Monday, the 10th Instant, at Noon, will be subject to rent, and landing charges at the rate of 1 cent per package per diem.

No Fire Insurance has been effected.

GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 5, 1884. 1869

BEN LINE OF STEAMERS.

NOTICE TO CONSIGNNEES.

FROM LONDON AND SINGAPORE.

THE Steamship Benbec, Capt. THOMSON, having arrived from the above Ports, Consignees of Cargo are hereby informed that all Goods—with the exception of Opium—are being landed at their risk into the Godown of the Undersigned, at Wanchai, whence and/or from the Wharves and Boats delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining after the 12th November will be subject to rent. All Claims must be sent into before 4 p.m. of 12th November, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, November 3, 1884. 1864

COMPAGNIE DES MESSAGERIES MARITIMES.

NOTICE TO CONSIGNNEES.

CONSIGNNEES of the following Cargoes are requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery. This Cargo has been landed and stored at their risk and expense.

No Fire Insurance has been effected.

Ex Djennéh.

H.N.M. (in tria.), Nos. 0, 9, =2 cases Earthenware, &c., from London.

Ex Oca.

H.N.M. (in tria.), Nos. 4/5=2 cases Hardware, from London.

G. de CHAMPEAUX, Agents.

Hongkong, September 29, 1884. 1869

NOW READY.

PRICE, \$1.00.

COMPARATIVE CHINESE FAMILY LAW

By E. H. PARKER.

Can be obtained from KELLY & WALSH at Shanghai and Hongkong, at LANE, CRAWFORD & Co., and at the China Mail Office.

G. de CHAMPEAUX, Agents.

Hongkong, November 6, 1884. 1870

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

NOTICE.

SAIGON, SINGAPORE, BATAVIA, COLOMBO, ADEN, SUEZ, PORT SAID, MEDITERRANEAN and BLACK SEA PORTS, NAPLES, MARSEILLES, AND PORTS OF BRAZIL, and LA PLATA; BORDEAUX, LE HAVRE, DUNKIRK, LONDON and ANTWERP.

ON TUESDAY, the 18th November, 1884, at Noon, the Company's S.S. PETIT, Commandant BAZEL, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 18th November. (Parcels are not to be sent on board; they must be left at the Agent's Office.)

Consigns and value of Packages are required.

For further particulars, apply at the Company's Office.

G. de CHAMPEAUX, Agents.

Hongkong, November 6, 1884. 1870

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COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

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THE CHINA MAIL.

A TELEGRAM in the San Francisco papers says:—“Paris, October 6th.—The Minister of War and the Budget Committee have agreed upon a reduction of the military estimates to 2,900,000 instead of 4,000,000 francs. *La Liberté* says that at the request of Prime Minister Ferry, the Minister of Marine has postponed his intended resignation.

This is the way in which the Editor of the ‘only religious newspaper in China’—the *Star in the East*—refers to the death of a Mr Webb at Shanghai:

‘Instead of buying to last Saturday afternoon, he sat down in the Kingdom of Heaven and saw the King in His beauty.’

“The conductor of a serious religious newspaper, for intelligent Christians, the inquisitive individual who edits the *Star in the East* is out of his element; as the editor of a comic journal for a ‘persuasion’ of the Stiggins type he might be a success.

THE return of the receipts at the recent Bazaar and Fête in aid of the fund for the new organ for St. John’s Cathedral are not yet quite completed, but we understand that the financial success of the under-taking has been even greater than we previously stated. The gross receipts at the various stalls and shows, entrance money &c., amounted to a little more than \$6,000, and as the expenses only amounted to about \$400, including a few fancy articles purchased for sale, the net profit of the two days’ proceedings will amount to something between \$5,000 and \$6,000. This is certainly very satisfactory and far beyond the most sanguine expectations of Mr. T. Jackson, the originator of the scheme, and his energetic supporters.

CONFRONAL chastisement, although so very rarely applied to hardened criminals in Victoria Gaol, is a very general form of punishment amongst the Chinese both in official and domestic circles, and it is not an uncommon incident, even in this Colony, for a child or servant to receive from parent or master, for some paltry and excusable offence, a castigation as severe as any administered, according to the regulations of our ultra-humanitarian code, upon the perpetration of the most brutal crimes of violence. A case of this nature was brought to the notice of the Police Magistrate to-day. A girl of eleven years of age, named Chi Amil, a servant, employed or owned by a married woman called Ng Choi Yin, was yesterday most severely beaten by her mistress with a rattan for having, while boiling some water, accidentally broken a water pot. After the beating, the terrified child escaped from the house into the street, where she was found by a constable and taken to the Police Station. The unfeeling mistress was this morning brought up and charged with assaulting and beating her servant girl, the case being remanded till Monday next. The little girl was examined by the Colonial Surgeon, who reported that she bore the marks of a very severe beating on her back and right fore arm, the latter being probably caused by the poor child’s attempt to protect herself. The child was sent, in the meantime, to the Registrar General, who will probably hand her over to the care of the authorities of the Tung-Wha Hospital.

PEKING, 31st October.—At a meeting of the Grand Council, held on the 28th inst., it was decided to appoint Liu Ming-chuan, now in command of the Imperial forces in Formosa, Fugui of Fukien, Chang Chia-tung, the present Fu-tai, and Ho Ju-chang, Director of the Arsenal, to sue for complete deprivation of rank.

In view of the success of Australian ostrich farms, the Cape people have been aroused to the imposition of a very dog-in-the-manger tax of £100 each on every bird exported, and £30 on every egg. This is a prohibitory tax, to prevent any other people from sharing in the feather industry. The principal Australian breeders, however, are said to have a sufficient stock of birds on hand for their purposes.

New York, October 6.—A London special says: A financial scandal recently cropped out in the English navy, and is creating an unpleasant sensation at the Admiralty office. A number of minor officers of the man-of-war *Ganges* have been arrested on charges of embezzling enormous quantities of ship’s stores. From the immense amount and value of the stolen material it is difficult to imagine how ‘poky’ officers could have obtained it without collusion on the part of their superiors, and some startling revelations are expected at the court-martial.

A TELEGRAM from the Shampooing Peking Correspondent says that rumour has it that H.E. Li Hung-chang deputed the Commissioner of Customs, Mr. Detring, to Peking to secretly arrange the French difficulties with the Tsing-li Yamen. On the 28th Oct. the Minister of the Yamen informed the Empress, beseeching the Throne to pity the people and cede to the French demands. On the 29th a Decree was issued ordering the Ministers of all the Boards to consult together on the matter. During the consultation the Ministers decided, if the French really wish to make peace, China will not pay an indemnity, but will arrange privately to make some concessions to France, in order to show her magnanimity, and the Ministers agreed to memorize the Empress accordingly.—Shanghai Mercury.

The French Press will not allow that the French navy is anything like so good as the English. Le *Voleur* treats the article written to prove its alleged superiority as an attempt to throw dust in the eyes of British taxpayers, who will, it imagines, soon be asked to pay heavy Naval Estimates.

Le *Voleur* took precisely the same view a few days ago, and warned the French not

to flatter themselves that they were in a position to withstand the English successfully at sea.

In the *République Française* there is a warning article on this subject. Admiral Symonds is accused of laying a trap with a bait for French vanity, and at the same time bringing John Bull to make new sacrifices. It asserts, that the *Yerres*, *Graville*, *Richelieu*, *Foucault*, *Towers*, and *Redouté* are on the way to China, but are lying quietly in French ports. Moreover, the Naval Estimates have, says the *République Française*, been so cut down that it would be impossible, were these vessels wanted, to get them soon ready.

This is the way in which the Editor of the ‘only religious newspaper in China’—the *Star in the East*—refers to the death of a Mr Webb at Shanghai:

‘Instead of buying to last Saturday afternoon, he sat down in the Kingdom of Heaven and saw the King in His beauty.’

“The conductor of a serious religious newspaper, for intelligent Christians, the inquisitive individual who edits the *Star in the East* is out of his element; as the editor of a comic journal for a ‘persuasion’ of the Stiggins type he might be a success.

THE return of the receipts at the recent Bazaar and Fête in aid of the fund for the new organ for St. John’s Cathedral are not yet quite completed, but we understand that the financial success of the under-taking has been even greater than we previously stated. The gross receipts at the various stalls and shows, entrance money &c., amounted to a little more than \$6,000, and as the expenses only amounted to about \$400, including a few fancy articles purchased for sale, the net profit of the two days’ proceedings will amount to something between \$5,000 and \$6,000. This is certainly very satisfactory and far beyond the most sanguine expectations of Mr. T. Jackson, the originator of the scheme, and his energetic supporters.

CHICAGO, October 6.—A *Daily News* special from Montreal, Quebec, says: Sir John A. Macdonald, the Canadian Premier, and George Stephen, President of the Canadian Pacific, left New York to-day to take the Cunard steamer for England on Wednesday. Mr Stephen goes to establish a line of steamers in connection with the Canadian Pacific between British Columbia, Japan and China. Negotiations are already on foot with this end in view and Mr Stephen says the steamers will be much finer than those sailing from San Francisco and that the route from Yokohama to Europe, via Canadian Pacific, will be shorter by three days than via San Francisco. Mr Stephen’s visit is also to make financial arrangements for the purpose of building the Manitoba and Southwestern and other Canadian Pacific branches in the northwest. He is believed that Sir John Macdonald accompanies Mr Stephen for the purpose of offering Government support to the scheme.

PARIS, October 6.—At the Longchamps race-to-day a mob, dissatisfied with the riding of an English jockey named Sharpe, pulled him off his horse and brutally kicked and beat him. The horse was also injured by blows from sticks, stones and umbrellas. Sharpe was carried into the weighing enclosure in a critical condition. A violent riot followed, the mob breaking into the enclosure, and the soldiers on duty were compelled to guard the place from the infuriated jockeys and to escape lynching by the mob. The Prince Alves said in his employment in the Harbour Master’s, and his duties were connected with emigration, and he acted as the deputy of the Harbour Master, who was Emigration Officer, in certain ports. The first trip in shipping emigrants was an official notice from the agent or charterer of the ship in which it is intended to send emigrants, as required under Section 4 of Ordinance 5 of 1875. A notice with reference to the *Prince Alexander* was given in accordance with that section.—(notice produced). The notice was dated the 23rd April, addressed to Captain Thomsett, and sent from the Hon. P. Ryrie. It enclosed the Government Surveyor’s certificate and measurement for 971 passengers. There was no mention made in this notice as to the depots in which the emigrants were to be housed; it was therefore incomplete. On receipt of this notice, the Boarding Officer got out of the ship, helped the agent to furnish a report to Captain Thomsett. Then the character of agent applies for a license. An application for a license was made by Mr Ryrie on the 24th April. This application was transmitted to the Colonial Secretary’s Office, and returned to the Harbour Master with a license, specifying that the ship would have to leave on or before the 20th May. About the 8th April, the Harbour Master applied to the Colonial Secretary for leave to use the *Prince Alexander* as a depot. Witness did not know how the Harbour Master made the application. Witness had nothing more to do with the master until the 4th May, when he went on board the ship. Up to that date the passage brokers in the transaction had sent no notice of each contract with the name and age of each emigrant, as required under sub-section 10 of section 6 of ordinance 5 of 1874. On the 4th May, witness went on board the ship with Captain Thomsett, the Emigration Officer, the Acting Colonial Secretary, and the Registrar General. Mr Ryrie was also present. Witness took no papers on board. He received a list of the passengers from the master. He was not on deck when the master took no paper on board then nor on the 5th. He believed Dr Ayres went on board afterward. Captain Thomsett examined the passengers, asked them if they wished to go to Jamaica, explained the contract to them, and made those who consented to go sign the contract. Some of the passengers refused to go, and these were put out on shore. Witness could not say how many refused, but he thought there were some 70 or 80, but some of these returned on the 5th. 630 were passed altogether in the two days; the list furnished to him contained 896 names; only 684 passengers (men, women and children) were examined and passed. This examination was usually conducted in the emigration office before the emigrants went on board; it was unusual to examine them on board. The departure of the ship generally only delayed a few hours after the passengers are examined, sometimes there was a delay of a day. Passengers having signed their contract are not allowed to leave the vessel after once on board; they are allowed to visit their friends.

Cross-examined by Mr Francis, witness did not recollect whether or not the list of passengers was signed by Mr. Moseley, who is a gentleman, handed in to him. The names in purple ink were written in afterwards. He fancied the reason that one sheet ended with 601 and the next began with 601 that the missing numbers represented those people who at first intended to go but did not. Witness at first suggested that perhaps a sheet might have been torn out, but on seeing that the sheets were numbered consecutively he withdrew the suggestion. On the list the number from 487 to 603 were in purple, and witness fancied these had been put in on the 4th or 5th when the people came on board but he could not be sure of this. In addition to the list, he had, as a check, a tally book in which the number of emigrants were entered. According to the tally book, there were passed of prepared opium at No 40 Aberdeen St, Wong Asang and Tang Achat, chair and ricksha coolies, were paid \$10 or fourteen days hard labour each. One of the defendants paid up while the other went to gaol.

Mr. Stewart, Acting Colonial Secretary of Hongkong, said he received a report from a local informer for the *Prince Alexander* on the 24th April, last, and the license was sent to the emigration office.

On the 26th April an application was made by Mr. Ryrie with regard to the depot for the intending emigrants; that was transmitted through the emigration office.

The application was that the ship itself should be made the depot instead of a house on shore.

The permission asked for was granted.

For being in possession of about sevenoals of prepared opium at No 40 Aberdeen St, Wong Asang and Tang Achat, chair and ricksha coolies, were paid \$10 or fourteen days hard labour each.

One of the defendants paid up while the other went to gaol.

Mr Langtry is taking the *Prince’s Theatre*, and I predict for her a great success. A woman with her great beauty, who was so thoroughly in the swing of London Society, has any rate retained her men friends, and thus well supported, she will do well in the metropolis as she has in America and the provinces.

What can this portent be, Gladstone the proffered tree to fall, decimating?

Could he have felt unwell, Or, who would dare to tell?

Had he been dining? Surely it cannot be, His conscience pricks and he recalls, relenting!

Treas and that thing more rare, Stricken beyond repair,

His country’s fame so fair, Is he relenting?

NOTES FROM THE METROPOLIS. (From our Correspondent.)

London, Oct. 1st.

It is not granted to every one to be inventive. ‘Follow my leader’ is a game which many men continue to play throughout life. The Health Exhibition has this year a minor rival in its copy at the Crystal Palace, and now a schism is being created for an enormous building at Battersea for a constant succession of exhibitions all the year round. As if this were not enough, the Alexandra Palace is to be galvanized into fresh life (it is a very moribund subject) and the ‘Worlds International Exhibition’ is to be started in March. Heaven knows how many more will arise in the fullness of time. Undoubtedly

SUPREME COURT
IN ORIGINAL JURISDICTION.
(Before Sir G. Phillips, Chief Justice;
and a Special Jury.)

Thursday, November 6.

YAU LOK AND OTHERS v. THE HON. P.
RYRIES.—\$38,000.

The Attorney General (the Hon. E. L. O’Malley), instructed by Messrs. Donnay and Massop, appeared for the plaintiffs; and Mr. J. J. Francis and Mr. E. Mackie, instructed by Messrs. Branton, Wotton and Deacon, represented the defendant.

The following gentlemen were empan-

nelled to have the premises inspected and satisfy himself that they are suitable.

Captain Thomsett, Harbour Master, said he administered the emigration laws. In the case of contract emigration under which the owner or charterer of a ship in which it was intended to ship emigrants, it was necessary for him to obtain a deposit to be paid to keep the emigrants until they were shipped. He did not know whether or not a notice was given in the present case, but he visited the depots and was satisfied with them. On the 29th April, he was in company with Dr Ayres and Mr Ryrie went to the depot. The men who examined by Dr Ayres, passed by witness and stamped and notified that they could go on board. He knew the emigration rules, but they were not acted upon. It was the rule that a contract emigrant should be free to go and come, even after he had received his advance and his outfit. There were very few contract emigrants left the Colony, and the emigration rules were not usually followed. The ship generally sailed a few hours after the deposit had been sent on board. The reason the ship was used as a depot in this case was because it was the only one available for Mr Ryrie to use. The ship would be less likely to run away when they were on board than if they had remained on shore. Although the regular form of obtaining a license from the Registrar General had not been gone through, he had approved of the houses.

Mr Francis:—Was Leong On and several other Chinese belonging to the *Prinz* Kuk on board the ship when you were passing the emigrants?

Captain Thomsett:—Leong On and some others were there. I don’t know what they were doing.

Mr Francis:—Were they counselling the emigrants not to go, and questioning them?

Captain Thomsett:—I did not allow them to question the emigrants. Leong On was the whole of Sandy. These persons were merely there privately. I allowed them to be there.

Mr Francis:—Do you recollect how many emigrants declined to go?

Captain Thomsett:—On Sunday there were some 60 or 70 declined to go. On the second day I did not remember; I was not there all day. Some men refused to sign the documents, and some of them refused to go.

Dr Ayres, Colonial Surgeon, said he examined a number of coolies, especially to see if they were physically fit for the labour they were to be required to do. This was not in connection with Government duties. He did not act the part of a Government officer. The medical inspection before embarkation required by the Emigration Ordinance was performed by the Health Officer.

Cross-examined by Mr Francis, witness said he kept no record of how many men he examined. He simply acted as a private medical practitioner at Mr Ryrie’s request. Forty were rejected the second day. They could not make up the full number, and they brought in a lot of sweepings. He passed between 600 and 700 adults.

Dr Adams, Health Officer of the Port and also Medical Inspector of Emigrants, said his duty was to inspect all emigrants under contract. The examination was made in the depots aside by the emigration officer. Contract emigrants were examined twice; they were examined to see if they were physically fit before being taken to the emigration office, and again before being sent on board.

Mr Francis:—Do you recollect how many emigrants declined to go?

Captain Thomsett:—On Sunday there were some 60 or 70 declined to go. On the second day I did not remember; I was not there all day. Some men refused to sign the documents, and some of them refused to go.

I was in a third class carriage at Tonbridge Station, and the conversation was of that type that the horrid hand of toll loves so well. The Queen and the nobility were very soon to be a thing of the past, a fairer distribution of property was to be inaugurated, labour was to take its proper position against capital.

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